

No. 4248

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 25th Mar 1942 When banded in at Local Office 25th Mar 1942 Port of Galveston Texas
No. in Reg. Book. 12 Survey held at Galveston Texas Date, First Survey 25th Feb Last Survey 13th March 1942
(No. of Visits 10)

5960 on the ~~Wood, Iron or Steel~~ *Marragansett*
29107
TONNAGE:— Built at *Kiel* By whom *Hrd. Knupp, Germania Werft A.G.* When *1936* YEAR. MONTH. *4*
GROSS *10389* Owners *British Mexican Petroleum Co. Ltd* Owners' Address
UNDER DK. *9592* (if not already recorded in Appendix to Register Book).
NET *5960* Managers *R.A. Carter* Port belonging to *London*

Surveyed Afloat ☒ in Dry Dock? _____ Name of Dock Yard Gal. D Ds Inc Destined Voyage _____

Cell DB or DBafeet; uE&Bfeet; ffeet
total capacitytons. FPTtons; APTtons; MTfeettons. } Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements)

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 14835. Port BRS.

(Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.)

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined. ✓

Was a damage report made by anyone else? if so, by whom?.....✓

PAIRS, OR EXAMINATION AS PER RULE, FOR Docking & Repairs

Lower Deck - The vessel placed on dry dock the bottom keel & rudder cleaned examined & placed in good order & coated.

Turners Repairs - The rudder inspection plate was missing & lower bearing caps of rudder to post broken in halves & on top the one half of bearing shell was missing. The rudder removed to shop, both top & bottom bearings reconditioned by one new shell & one bearing cap renewed all rewooded and bored true to line & replaced with new Keeper Keys & all new bolts, securely fastened by one flat & both bolt heads & nuts being welded to the material at fastenings & the Keys after fitting some were welded at top ends to material. A complete inspection plate now fitted & secured & added fastenings strips of 3" broad by 7/8" thick.

MARY OF DAMAGE REPAIRS:—

[illegible]

ENT CONDITION OF THE

Good	Bulkheads	✓	Engine Room Skylights	Good	Copper, or Y.M.	✓
"	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	✓	(State if on Felt.)	✓
"	Cement or Asphalt	✓	Oil Bunkers	✓	When fitted, Month	Year
& Fastenings	Rudder	Good	Scuppers	✓	Boats	Good
Plating	Steering gear and its connections	"	Cargo Hatchways	Good	Masts, Yards, &c.	✓
" in way of sidelights	Windlass	"	Hatches	✓	Condition, how ascertained	✓
Frames	Have pumps been examined and found efficient?	✓	Planking	✓	(State if wedges removed.)	✓
dinals	Have Sluice Valves been examined and found efficient?	✓	Caulking	✓	Equipment letter	✓
resses	Have Watertight Doors been examined and found efficient?	✓	Treenails	✓	anchors, No. of	36, 15 (4)
as	Have Ventilators and their Coamings been examined and found efficient?	✓	Breasthooks & Stemson	✓	Cables (State if now ranged)	yes
Bottom Plating	Air and Sounding Pipes	✓	Transoms, Pointers & Crutches	✓	" length	30 ft mean diam 2 1/2
e Tanks been examined internally?	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings	✓	(on board)	200 ft size 2 1/2
e Tanks been tested?		✓	Stringers, Clamps & Shelves	✓	" Rule length	200 ft size 2 1/2
		✓	Sanding	✓	Chain Locker	good
		✓	(State if examined.)	✓	Hawser & Warps	✓
		✓		✓	Standing and Running Rigg	✓
		✓		✓	Sails	✓

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book *without fresh record of Survey*," "to remain as classed and to have record of survey, 138," or "to remain as classed and to have record of survey, 138, and the notations of ss No. 1-38."

This vessel so far as now seen is in a good & safe condition eligible in my opinion to remain as now classed in the first record of survey 3-42 Subject to the upper part of ~~the hull~~ ^{the hull} being specially examined (EW & reinforcement, 1.39 & 3.42) next docking

e (per Section 29) \$ 80.00 : Fees applied for, 25/3/1944

amage or Repair Fee (if any) \$: Received by me, ✓ 19 44

Sec. 29) \$: ✓

Expenses (if chargeable) \$ 1.00 : ✓ 19 44

Sale Fee (W.D.) \$ 10.00 : ✓

evyor's Fee (if any) \$: ✓

Lini Kenzie
 M Dickson
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned 100A1 carrying Petroleum in bulk

D. B. S. B, 42 T. N. 3, 42

Without Gudge. Rudder Post.

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Lloyd's Register
Foundation

Is Certificate required? If so, to be sent to...

(Cont)

M. V. Narragansett

placed horizontally across this inspection plate landing on the rudder plate about four inches on each side & welded to rudder plate & inspection plate, fine in all,

The welding at top of top scarf of rudder post to stern frame was specially examined & found breaking through weld which was removed & testing holes drilled into stern frame on Port & starboard sides & the frame scarf proved sound the stiffening side plate over scarf on Starb side was removed, scarf examined found sound, & stiffening piece renewed thicker & wider and all rewelded,

A small grooved & wasted spot at end of bilge shell bar after end on Port side in way of No 7 cargo tank was ^{locally doubled internally} welded after cutting away about 8" of end of shell bar & tested tight. The stern frame heel weld examined & found sound & good.

The windlass wildcats were removed & bearing bushes reconditioned both brake bands rewooded, the piston rods cleaned up in lathe & replaced with new piston rings, Coupled in good order & tested out.

The entire bottom flooded internally to a depth of 4 feet & the slightly leaking joints made tight by caulking & welding. Anchors & cables ranged examined & replaced.

All cargo hatch lids ullage openings overhauled 3 new plugs fitted new wedges & handles fitted to Starb alleyway water tight door & rejointed same. One section of portable guard rail starb side of after well deck renewed & other minor repairs.

M.D.

S.R.L.:- The electric welding repair at top and heel of rudder post now specially examined found to continue sound & efficient and in my opinion may now be regarded as permanent and the special condition regarding further examination deleted.

Upper Scarf of Stern frame (E.W. & reinforced 1,39). Has now been further repaired and reinforced as above and placed in a sound & efficient condition, but noted for further examination.

W.R.2/2
W1150-0049